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| AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT  |  | 1. CONTRACT ID CODE  |  | PAGE OF PAGES<br>1 OF 3   |  |
| 2. AMENDMENT/MODIFICATION NO.<br>0006   |  | 3. EFFECTIVE DATE<br>1/6/04  |  | 4. REQUISITION/PURCHASE REQ. NO<br>SP0600-03-0489                               |  |
| 5. PROJECT NO. (If applicable)  |  |  |  |   |  |
| 6. ISSUED BY<br>CODE<br>SP0600<br><br>DEFENSE ENERGY SUPPORT CENTER<br>8725 JOHN J. KINGMAN RD., SUITE 4950<br>FT. BELVOIR, VA 22060-6222<br>BUYER/SYMBOL: G. ROBINSON/DESC-FPB<br>PHONE: 703-767-9337 FAX: 703-767-9338 P.P. 6.3   |  | 7. ADMINISTERED BY (If other than Item 6) CODE   |  |   |  |
| 8. NAME AND ADDRESS OF CONTRACTOR (NO., street,city,county,State,and ZIP Code)  |  | <div> <div>9a. AMENDMENT OF SOLICITATION NO.<br/>SP0600-03-R-0032</div> <div>X 9b. DATED (SEE ITEM 11)<br/>February 13, 2003</div> <div>10a. MODIFICATION OF CONTRACT/ORDER NO.</div> <div>10b. DATED (SEE ITEM 13)</div> </div> |  |   |  |
| BIDDER CODE:  |  | CAGE CODE:   |  |   |  |
| 11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS   |  |  |  |   |  |
| <p><input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended</p> <p>Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning 1 copy of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers.</p> <p><b>FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.</b> If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p> |  |  |  |   |  |
| 12. ACCOUNTING AND APPROPRIATION DATA (If required)   |  |  |  |   |  |
| THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14   |  |  |  |   |  |
| A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.  |  |  |  |   |  |
| B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)  |  |  |  |   |  |
| C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: MUTUAL AGREEMENT OF THE PARTIES  |  |  |  |   |  |
| D. OTHER (Specify type of modification and authority)   |  |  |  |   |  |
| E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return 1 copies to the issuing office.  |  |  |  |   |  |
| 14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)   |  |  |  |   |  |
| The above referenced solicitation is amended as follows:  |  |  |  |   |  |
| <p><b>1) Amendment 0005 is changed as follows:</b></p> <p>4 each, 50' x 50' reinforced concrete fuel dispensing containment structures, arranged in a linear configuration, spaced a minimum of 150' apart from centerline to centerline of each structure shall be provided at Butts AAF for rapid refueling. Each fuel dispensing containment structure will have a drain originating in the center of the structure, an oil/water separator system, with the water then running into the base sewer system located close to the site. This system will be maintained by the contractor for the duration of the contract.</p> <p><b>2) Revisions to technical proposals to incorporate this change are due by January 12, 2004 at 3 p.m. EST.</b></p> <p><b>3) Questions with answers on Amendment 5 are hereby attached.</b></p> <p>Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.</p>   |  |  |  |   |  |
| 15B. NAME OF CONTRACTOR/OFFEROR<br>BY _____<br>(Signature of person authorized to sign)   |  | 15C. DATE SIGNED   |  | 16A. NAME OF CONTRACTING OFFICER<br>BRIAN DELONG                                |  |
|   |  |  |  | 16B. UNITED STATES OF AMERICA<br>BY _____<br>(Signature of Contracting Officer) |  |
|   |  |  |  | 16C. DATE SIGNED  |  |

## QUESTIONS ON AMENDMENT 5

1) The original sketches for the new fueling pads and taxiways indicated the Government anticipated installing a holding tank for drainage effluent. Will the Government entertain an oil/water separator system in lieu of a holding tank?

**ANSWER: See change in Amendment 6.**

2) Will the Government provide for removal of drainage wastewater from the holding tank (if required) and dispose of the water in its post facilities or will the contractor have to provide this service and dispose of the waste water? If the contractor must remove the contaminated water, will he be allowed to dispose of it at on post Government facilities? The cost could be very high for offsite disposal and there is little time for the bidder to estimate and determine the associated cost.

**ANSWER: See change in Amendment 6.**

3) The Government had been doing some demolition near the location of the planned pads. Will the contractor have to remove any of that rubble or is it outside of the proposed location for the pads? If contractor is to remove, does DESC have an estimate of tons or cubic yards of demolition debris?

**ANSWER: The contractor will not have to remove any rubble.**

4) Snow removal will be problematic. Will the Government provide for snow removal from the pads when it is clearing the planned taxiways providing access to the pads?

**ANSWER: The base DPW will be responsible for snow removal.**

5) Government personnel will be operating the system and conducting all fueling operations. We assume that the cost of removal, reclamation and disposal of excessive fuel in the drainage system and holding tank or oil/water separator as a result of accidents caused by Government personnel will be borne by the Government. Is that correct?

**ANSWER: If the Government causes a spill, the Government will pay the cost of the clean-up. Also see change in amendment 6.**

6) In phone notification of the new mod release, you mentioned that you needed a revised Technical Proposal. Do you also want new pricing at this time?

**ANSWER: No, after all technical proposals have been evaluated, we will then come back to you for a final price. Please note also, that technical revisions are now due by January 12, 2004 at 3 p.m. EST.**

7) Can we please get some information on the equipment (aircraft) that will be using the landing pads so that we can design them to hold the correct weight? Example - on the retail & bulk site DESC supplied the bidders with a max weight and dimensions of the largest vehicle accessing the site so we were able to calculate the pound per square inch of load that would be placed on the concrete. In amendment #5 we have been directed to use pads 50' x 50' but no direction on thickness or reinforcement. I understand that this is left for us to calculate but we need the additional information to do so.

**ANSWER: The heaviest weight on the refueling pad will be no greater than 54K lbs, the weight of a fully loaded CH-47.**

8) You have asked for a "closed system". Are we to understand that what you are asking for is a system that will start at drains on each pad and end at the underground containment chamber? Or will the system be connected to an oil water separator with the removed water being released into the site drainage system?

**ANSWER: See amendment 6.**

9) Typically to achieve the "containment" for a structure or fill point a berm or curb is installed around the perimeter of the concrete pad. The other option is to put enough of a slope on the pad to move the fuel to the drain location fast enough that a spill will be forced into the drain and not over the edge of the pad. DESC / Fort Carson needs to give us direction as to how high a berm they will allow on the landing pads or how much of a slope the helicopters can handle and not have a problem landing. As on typical installations the actual pads are flat and the containment is handled by the surrounding site construction (far from the landing area) this is not something that can be decided by the contractor we need to have direction from DESC.

**ANSWER: We are not asking for a berm or a curb. The pad should be sloped at no more than 1.5% to a center drain.**

10) With the very short time frame to respond, will Email documents be acceptable?

**ANSWER: Yes, as long as you follow up with a signed fax. Fax Number: 703-767-9338.**